



PROVINCE ANNOUNCES MAJOR HIGHWAY IMPROVEMENTS ALONG PTH 59

The Manitoba government will invest hundreds of millions of dollars in repairs and upgrades along PTH 59 including immediately undertaking design work on the PTH 59 and PTH 101 interchange, major paving projects and bridge rehabilitation. "PTH 59 is a heavily travelled north-south tourist and trade route, and these road investments will improve the ride for heavy trucks and commuters," Premier Selinger said. "The new projects include bridge replacements and paving of this roadway to Birds Hill and the east side beach communities of Lake Winnipeg."

Approximately \$160 million was initially budgeted for PTH 59 work over the next five years, but even more will be allocated to PTH 59 with the completion of the PTH 59/PTH 101 interchange in the five-year period. The project will see design and tendering take place over this year, with planned construction beginning in the fall of 2015 and completed over a three-year period, he said, adding the size of the interchange project is similar to CentrePort Canada Way and will be constructed along much the same timelines.

"The announcement today shows the continued evolution of the Five Year Manitoba Plan and the government's commitment to invest dedicated revenue streams to core infrastructure and transportation corridors which support productivity therefore economic growth, commerce, tourism and local community needs," said Chris Lorenc, President of the Manitoba Heavy Construction Association (MHCA).

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Design Work to Begin Immediately On PTH 59, continued from page 1

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Additional work on PTH 59 this year includes:

- * paving 23 km of bituminous pavement from the south junction of PTH 12 (north of the Brokenhead Ojibway Nation) to PTH 11;
- * microsurfacing six km north of PR 305;
- * microsurfacing six km near St. Malo;
- * laying nine km of chip seal from PTH 11 to Victoria Beach; and
- * working on 23 km of road shoulders from Rat River to PTH 52.

The premier said in addition, the following two projects are planned in future years on PTH 59:

- * providing structure rehabilitation at the Red River Floodway, near Birds Hill; and
- * providing 22 km of grade widening, base and bituminous pavement from PR 317 to the south junction of PTH 12.

The premier noted an active transportation overpass at the northeast Perimeter Highway and Raleigh Street/ Gateway Road will also be built in conjunction with structures at the northeast Perimeter Highway and PTH 59 interchange, in order to connect the northeast Pioneers Greenway with the Duff Roblin Parkway Trail and Birds Hill Park.

The projects are part of the Manitoba government's \$5.5-billion Five-year Plan to Build a Stronger Manitoba. The premier said funds raised from the one-cent-on-the-dollar increase in the PST will be dedicated to new investments in core infrastructure including:

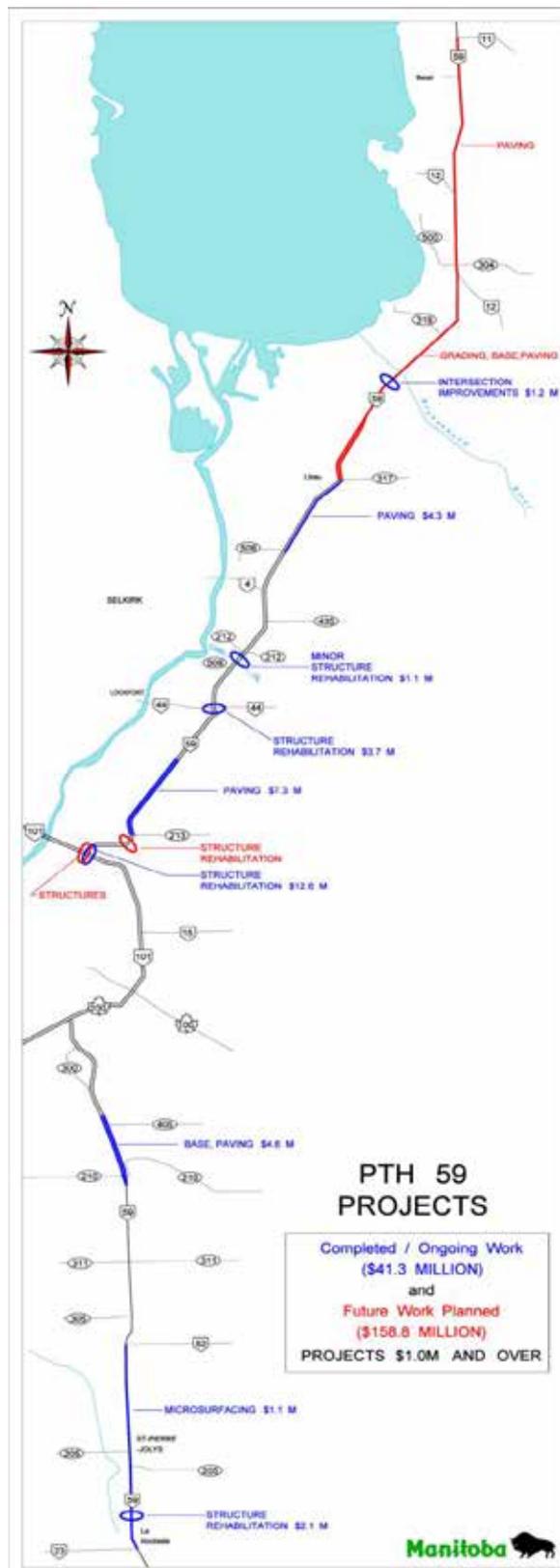
- * investing more than \$3.7 billion in Manitoba roads, highways and bridges to better connect communities and strengthen trade corridors;
- * investing \$320 million flood in protection around the province to better protect more communities from flooding; and
- * investing more than \$1.5 billion in municipal roads, clean water and other municipal infrastructure to help meet the needs of Manitoba's many growing communities.

Motorists are reminded to slow down and use caution approaching and in construction zones, for their own safety and the safety of workers.

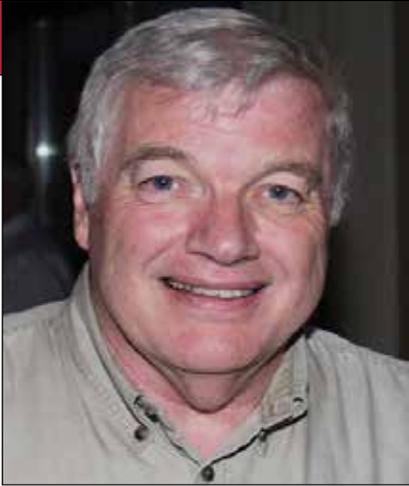
The latest information on lane closures and road conditions is available anytime at 511 (toll-free), at:

www.mb511.ca or

by following the Twitter account at **www.twitter.com/MBGovRoads**.



PORTS & TERMINALS



Winnipeg's CentrePort proving to be a trade magnet

By Ray Dykes

The inland terminal CentrePort Canada in Winnipeg is an idea whose time has come. A decade ago, talk of a tri-modal port facility in Manitoba might have caused a smirk or two. But, in 2009, CentrePort Canada was launched and its first five years have been an eye-opener.

Over 30 companies have built or are building new facilities on 187 acres within the inland port, which just happens to boast of being Canada's only Foreign Trade Zone giving single-window access to significant tax and cost savings for foreign investors and businesses looking for new ways to bring their products to North America.

The pride in the development doesn't stop there, either. Today, CentrePort is alongside Canada's busiest air cargo airport, Winnipeg's James Armstrong Richardson International Airport; has

CentrePort Canada is good news for Port Metro Vancouver and the Port of Prince Rupert as a significant amount of the goods are being funnelled to the West Coast ports.

access to the seasonal but growing Port of Churchill to the north on the west coast of Hudson Bay; is open to three major Class 1 railways — CP Rail, Canadian National, and Burlington North Santa Fe; and has the geographic bonus of being in the middle of North America for trucking with two of Canada's Top 10 trucking companies now headquartered there.

New expressway

A common-use rail facility is being built with its own industrial park. Last November saw the opening of the federal-province jointly funded \$212 million

CentrePort Canada Way, a 10-kilometre divided expressway — the largest highway capital project in Manitoba history — and the good news keeps on coming with the recent announcement of plans to double the expressway and link it directly to the Trans-Canada Highway.

At the head of the organization running things is a private-sector-led corporation, CentrePort Canada Inc., and its President & CEO, Diane Gray, who talks unashamedly of being at the centre of Canada. Its charge is to develop, market and promote investment in the area.

"We are trying to create an efficient and effective industrial space which makes it easy to do business," says Gray. "Ultimately, we are our own economic development project."

Gray is a former provincial Deputy Minister with experience in finance, federal-provincial relations and trade. She's convinced CentrePort could not be easily copied because of its natural advantages of geography, location, transportation links, Central Time Zone and trade corridors for trucking and air cargo — there are 28 cargo freighter flights every night of the week from the Winnipeg airport hub for the likes of FedEx, Purolator and UPS. About 70 per cent of that air cargo business is destined for locations outside Winnipeg and across neighbouring provinces.

Upgrade catalyst

CentrePort has been a catalyst to growth in its own right and has led to



CentrePort Canada in Winnipeg is developing a common-use rail facility and adjacent industrial park to improve connectivity.

PORTS & TERMINALS

over \$1 billion in highway upgrades, including flood proofing scheduled for Highway 75 to the Emerson Canada-United States border crossing one hour's drive away; improvements to Highway 6 north to Thompson and on to the Port of Churchill; upgrades to the major east-west connector, Trans Canada 1 Highway; and enhancements for the Perimeter Highway, the ring road around Winnipeg.

No wonder Gray says that in five years' time, the number of companies involved in CentrePort will have tripled to about 100 and involve over 600 acres, including over 200 acres of green field development. The week of the interview, CentrePort was hosting a delegation of Chinese business people keen on buying land and setting up a Canadian company at the tri-modal port facility.

CentrePort appears to be lifting the province as it reconfigures itself to take advantage of its central location and natural trade corridors. It is being developed in close co-operation with provincial ministries and Yes! Winnipeg, the business development arm of Economic Development Winnipeg, as well as supportive federal, provincial and municipal governments.

Common-use rail facility

In five years, Gray says CentrePort will also have an operational common-use rail facility giving business an opportunity to locate near rail on prime industrial land; three different industrial parks, including one specifically for rail-intensive business; and a new residential community covering 500 acres now in its design stages will be a fact of life in the southwest corner of the inland port's growing community.

And CentrePort Canada is good news for Port Metro Vancouver and the Port of Prince Rupert as a significant amount of the goods are being funnelled to the West Coast ports. Rail links for trade from the West Coast also open up New Orleans (CN), Houston (BNSF), Thunder Bay, Montreal and Halifax through Winnipeg.

Business between Manitoba and the three western provinces totals more than \$15 billion a year. The province has a diverse manufacturing base including aerospace materials, buses, building products, machinery, electronics, pharmaceuticals, plastics, furniture, and processed foods. Crops include canola, wheat, flax and other grains and even livestock and exports fan out in all directions.

Asked whose idea CentrePort Canada was, Gray says "about 200 people say it was their idea and that's the best possible world for me. We have a whole community of 'small A' ambassadors for this project."

Manitoba soybeans and freshwater fish were exported to China for the first time as part of a CentrePort project using an innovative new cargo-tracking system known as Radio Frequency Identification Technology (RFID) and designed to guarantee the safety, origin and quality of Canadian agricultural products.

Only Arctic seaport

As Canada's only Arctic seaport, the Port of Churchill can handle Panamax-size vessels in its 14-week season which is growing almost every year. Certainly unique in location, the port brings ocean trade to the doorstep of central Canada for products such as grain exports, manufactured goods, mining, and forest products. Surprisingly, Churchill is 2.76 days closer to Rotterdam in the Netherlands and nearly three days closer to Oslo in Norway than Thunder Bay can boast. The port lists as its main advantage its strategic location "as it eliminates time-consuming navigation and handling costs of the St. Lawrence Seaway and avoids congested ports on the West Coast of Canada."

At least for 14 weeks it does, as the Port of Churchill is currently only open from July 15 through October 31. In 2013, the port shipped just over 600,000 tonnes of

grains and oilseeds in what was its longest shipping season to date. It also shipped some resupply goods and equipment for Nunavut during the shipping season.

Whose idea?

Asked whose idea CentrePort Canada was, Gray says "about 200 people say it was their idea and that's the best possible world for me. We have a whole community of 'small A' ambassadors for this project."

The actual catalyst might have been the Mayor of Winnipeg's trade council report focused on improving transportation routes and creating an inland port for trade, the Manitoba Government with its Manitoba International Gateway Strategy, or perhaps the work of the Business Council of Manitoba and the Premier's Economic Advisory Council in bringing everyone together.

"It snowballed pretty quickly from there," recalls Gray of the community-wide effort that includes business, labour, academics and government. And today, that snowball of opportunity just keeps on growing for the inland tri-modal port.

Ray Dykes is a journalist who has worked his way around the world as a writer/photographer. Ray can be reached at prplus@shaw.ca.



In a snowy haze, Manitoba Premier Greg Selinger (left), Diane Gray, President & CEO of CentrePort Canada Inc., and Prime Minister Stephen Harper (right) cut the ribbon on a new \$212 million CentrePort Canada Way expressway.

Tune in on Saturday, May 31, 2014 to CJOB 680 at noon to hear BOLD RADIO, brought to you the Manitoba Heavy Construction Association and Winnipeg's leading business organization - on Winnipeg's most listened-to station.

Summer has arrived and chances are you'll soon be hitting the road.

This week on BOLD Radio, we will be talking transportation infrastructure because no matter the business you're in, we all rely on our roadways for the safe and effective transportation of goods and services.

We'll also be taking a look at a new program that's changing the way we drive.

Tune in to hear Chris Lorenc (president of the Manitoba Heavy Construction Association), Glen Black (Director of WORKSAFELY, MHCA) and Dallas Hiebert (Vice President of Heavy Equipment & Aggregate Truckers Association of Manitoba Inc. (H.E.A.T.)).



The 2014 MHCA Equipment Rental Rates & Membership Directory is coming!

Released annually in spring, the MHCA Equipment Rental Rates & Membership Directory is the exclusive Equipment Rental Rates Guide in Manitoba. Its "yellow pages" list companies by areas of service.

The 2014 Directory will be mailed to MHCA members at the end of May 2014.

Non-members can purchase this year's directory by contacting Brenda at 204.947.1379 or brenda@mhca.mb.ca. Public and private sector project owners extensively use the Directory to locate and contact needed suppliers of services, including contractors, materials, equipment, aggregates, oils, design, and engineering — to name a few.

Gold Seal Certification Expands Owners' Designation

Change to Owners' Construction Managers Designation reflects evolution in the construction industry

As the Canadian construction industry continues to evolve, including increased collaboration and the introduction of new project delivery mechanisms, the Gold Seal Certification program has expanded its Owners' Project Manager Designation (OPM) to ensure it remains relevant to the needs of the industry and stakeholders.

"The construction marketplace in Canada is evolving and changing, and this requires construction expertise in all business aspects," explained Barry Brown, Chair of the National Gold Seal Committee. "Expanding certification to include owners' construction managers reflects this evolution, while showcasing the importance of Gold Seal Certification in construction. This opens the door for those who may not have previously met certification criteria, but who play a very important role in our industry."

Upon reviewing the Owners' Project Managers Occupational Profile and exam specifications—a regular process for the Gold Seal Certification program – it was determined there was a close alignment with a large group of construction professionals that did not fit under current occupational profiles.

This group consists of highly-skilled employees at independent firms that contract project and construction management services to owners, and who have a very similar occupational profile to the existing Owners' Project Managers profile.

Gold Seal is committed to keeping its designations relevant and current, and this change is reflective of evolution within the construction industry. With the change, the newly formed "Owner's Construction Manager (OCM)" Certification captures both the traditional Owner's Project/Construction Managers, and those professional managers from private firms that provide the same service to, and for, Owners.

"Updating and expanding to the Owners' Construction Manager Designation ensures a larger group of qualified individuals can attain their Gold Seal Certification," added Brown. "We consistently hear about the value of Gold Seal Certification on job sites across the country, and any endeavour to increase the number of certified individuals is valuable to the Canadian construction industry's productivity and professionalism."

This program expansion will not impact those already certified as Owners' Project Managers, as their certification will be reissued under the new designation of Owners' Construction Manager. For those individuals working in construction management roles—whether for owners directly or through outside firms—the application criteria and process is now live on the Gold Seal Certification website.

More information about the Gold Seal Certification program can be found online, including the application process, at www.goldsealcertification.com.

About Gold Seal Certification

Gold Seal Certification is a comprehensive certification program that demonstrates expertise, industry commitment and ensures that practitioners are ready to meet the demands of construction projects across the country. Since 1991, the Gold Seal Certification program has been the industry's most trusted, valued and reliable certification for the management of construction. Today, more than 8,000 construction professionals have been recognized as Gold Seal Certified.

The scope of work Owner's Project Manager is shared on page 8.



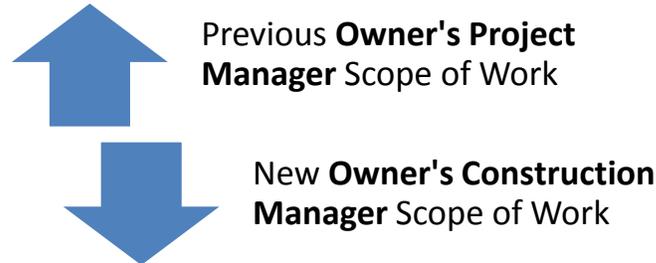
SCOPE OF WORK

Owner's Project Manager

An owner's construction manager is accountable to « THE » buyer of construction services for time, cost, and general overall project performance, and is responsible for promoting close and harmonious relations with the stakeholders.

The major objectives of the project team under the overall leadership of the owner's project manager include stakeholder relations, project scope, project cost, project schedule, project risk, project procurement, project quality, and the productive effort required to ensure that the specific project requirements and contractual obligations are met.

The owner's project manager provides leadership in connection with overall project development, implementation and close-out.



SCOPE OF WORK

Owner's Construction Manager

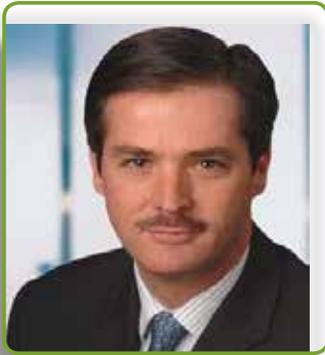
An owner's construction manager is accountable to the Procurement Authority, which could include owners, consultants (on behalf of owners), general contractors, construction managers and design builders, for time, cost, quality, and general overall project performance, and is responsible for promoting close and harmonious relations with the stakeholders.

In the pre-award phase of the project, the major objectives of the project team under the overall leadership of the owner's construction manager include stakeholder relations, project scope and design, project cost, project schedule, project risk, project procurement, project quality, and the productive effort required to ensure that the specific project requirements and contractual obligations are met.

In the post-award phase of the project, and being accountable to the Procurement Authority, the owner's construction manager provides overall leadership in connection with project development, implementation and close-out which includes project scope, project cost, project schedule, project risk management, project procurement, project quality, and the productive effort required to ensure that the specific project requirements and contractual obligations are met.

The End of QE and the Loonie

Peter G. Hall, EDC Vice-President and Chief Economist, May 29, 2014



Peter G. Hall

Just over a year ago, markets went into a tailspin. At that time then-Fed Chairman Bernanke made what was supposed to be a benign announcement that gave new meaning to the word 'taper'. Currencies were thrust into the mayhem well ahead of the statement becoming action, as markets tried to anticipate the pricing effects of this new monetary regime. Tapering is now well underway; how are currencies weathering the storm?

First, we have to understand why currencies became involved in the process. The trillions of greenbacks made available by quantitative easing (QE) blurred the distinction between developed and emerging markets, dulling investors' sense of risk. Suppression of yields on 'safer' bonds sent excess liquidity on an exaggerated, worldwide search for yield. Carry-trade activity – borrowing in a low-yield currency to buy high-yield currency assets – suppressed bond yields in many of the more risky emerging markets, and boosted their currencies to unsupportable heights. Tapering of QE brought much of this activity to a skidding halt, pummeling emerging market currencies.

Last autumn, EDC Economics ranked the countries most vulnerable to tapering. Of the top five then identified (Turkey, Sri Lanka, India, Vietnam, Poland), all but Turkey saw a more muted reaction once tapering actually began than they had experienced earlier in the year. Another group, popularly labeled the 'fragile five,' which in addition to Turkey and India includes Brazil, South Africa and Indonesia, have seen more dramatic effects. All have experienced double-digit drops in their currencies since last May and all except India continued to slide through the onset of tapering.

Where are markets retreating to? At first, it looked like a flight-to-quality centered on the greenback. But other developed currencies are participating. Despite sluggish Eurozone performance, and recent ECB indications of looser monetary conditions in the Zone, the euro is up 5% against the USD since last May, and 1% since the QE tapering began. Same goes for the Swiss franc. The benign movements of the USD against a broad basket of currencies, up only 1% since tapering began and 3% since last May, suggest that current currency shifts speak more to a re-pricing of risk than a wholesale flight back to the USD.

However, these are still early days. This kind of monetary tightening has never been done before, and there's likely lots more ahead. Tapering is expected to be complete by year-end, and at that point, the direction of policy becomes more problematic. If growth in the coming months meets or exceeds expectations, redirection of surplus cash from financial assets to real activity would swamp the amount of actual goods and services available, resulting in inflation. At this point, the Fed has few options: a net reduction of cash, higher interest rates, or a blend of the two. Whatever the choice, recent experience suggests a stronger greenback.

How does the loonie fare? Clearly, it has softened significantly against the USD over the past year. This is in part due to the general effects on the USD of QE, but is also related to commodities – also a victim of QE. While not as volatile as the currencies of other commodity producers, notably the Aussie dollar, the loonie has seen movements over the past few months more in keeping with the fragile five than with the other developed markets. Tightening US monetary policy suggests that the dual effect of a stronger greenback and muted commodity prices will continue to weigh on the loonie for some time, keeping it in the low-90-cent-US range.

The bottom line?

Global growth will require US monetary policy to go beyond mere tapering – taking the world into virgin policy territory. Experience thus far suggests we should prepare for global currency volatility, favouring the more larger and more stable currencies.

Canadian exporters can expect the softer loonie to persist over this period. If this movement causes our post-crisis 'halo-effect' to dim further, Canada's dollar may soften all the more.



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SPRING MIXER

Wednesday June 11, 2014 | Assiniboia Downs
Reception – 5:00pm ~ Dinner – 6:00pm ~ Live Racing – 7:00pm

TO ORDER TICKETS, FAX COMPLETED FORM BACK TO 204-943-2279. TICKETS: \$80.00 (+ gst) / person

Company: _____

Number of tickets (tables of 8): _____ Contact Person: _____

PAYMENT OPTIONS:

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Signature: _____

For more information please contact Christine at the MHCA office by phone: 204-947-1379, fax: 204-943-2279
or by email at christine@mhca.mb.ca

As per MHCA Board Policy, only registrations cancelled 5 business days prior to the commencement of this event will be refunded.



Training Schedule

Winnipeg Schedule:

Construction Safety Excellence™

Training Schedule:

Brandon

COR™ Leadership in Safety Excellence	Jul. 7 - 8
COR™ Principles of Health & Safety Management	Jul. 9
COR™ Auditor	Jul. 10 - 11

Winnipeg

Traffic Control Coordinator	Jun. 4 - 5
Committee/Representative Training 1/2 day AM	Jun. 18
Flagperson 1/2 day PM	Jun. 18
COR™ Auditor Refresher 1/2 day AM	Jun. 19
Committee/Representative Training 1/2 day AM	Jul. 3
COR™ Leadership in Safety Excellence	Jul. 14 - 15
COR™ Principles of Health & Safety Management	Jul. 16
COR™ Auditor	Jul. 17 - 18



FOR THE FULL CALENDAR
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To Register:
 Contact Sarah Higgins
sarah@mhca.mb.ca

For the most up to date training schedule for the coming months visit www.mhca.mb.ca/worksafely

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C.O. X03691 - LOADING, HAULING AND DEPOSITING TRAFFIC GRAVEL

Location: Vicinity of Boissevain, Pilot Mound, Brandon and Minnedosa Tender Availability: Currently available
Tender Due: 12:00 Noon, June 3, 2014 Owner: Infrastructure and Transportation Phone: 204-726-6800

The work involves loading, hauling and depositing aggregate on PR roads in the RM's of Whitewater, Morton, Riverside, Turtle Mountain, Roblin, Argyle, Lorne, Louise, Elton, Cornwallis, Whitehead, Oakland, North Cypress, Langford, Lansdowne and North Norfolk.

TENDER NO. 6444 - DRAINAGE IMPROVEMENTS

Location: Maple Creek Drain (Phase 1), Vicinity of Lac Du Bonnet Tender Availability: Currently available
Tender Due: 12:00 Noon, June 3, 2014 Owner: Infrastructure and Transportation Phone: 204-945-3637

The work involves drainage improvement on Maple Creek Drain, consisting of approximately 7.5 km of reconstruction in Sections 4, 5, 7, 8, 118, 19, 30-16-11E in the Municipality of Lac du Bonnet. Major items of work include:

- 230 300 m³ of Drain Excavation (Modified)
- 649 m of Placing Culverts Group "A" and "B" (Modified)

C.O. X03690 - GUARDRAIL INSTALLATION & REPAIR

Location: PTH 83, PTH 3 & PR 257, Vicinity of Deloraine, Virden & Melita Tender Availability: Currently available
Tender Due: 12:00 Noon, June 5, 2014 Owner: Infrastructure and Transportation Phone: 204-726-6800

Guardrail installation and repair on PTH 83, PTH 3 and PR 257 in the vicinity of Deloraine, Virden and Melita.

TENDER NO. 6446 - MICRO-SURFACING TREATMENT (MID WEST)

Location: PTH9 and PR 229, 482 and PR 547, Winnipeg Beach and Shellmouth Area Tender Availability: Currently available
Tender Due: 12:00 Noon, June 5, 2014 Owner: Infrastructure and Transportation Phone: 204-945-3637

The work involves construction of micro-surfacing treatment on various portions of roadway in Winnipeg Beach and Shellmouth area. The total amount of oil involved is estimated at 1 605 tonnes of emulsified asphalt.

[City of Winnipeg \(As of May 29 2014\) www.winnipeg.ca](http://www.winnipeg.ca)

TENDER NO. 508-2014 - 2014 ALLEY RENEWAL PROGRAM - CONTRACT 1

Tender Availability: Currently available Tender Due: 4:00 Noon, June 9, 2014 Owner: City of Winnipeg

Manitoba Infrastructure & Transportation www.gov.mb.ca/tgs/contracts/tenders/index.html (as of May 29, 2014)

TENDER NO. 6439 - SUPPLY OF PRECAST PRESTRESSED CONCRETE GIRDERS PTH 12 OVER SPRAGUE CREEK AND MUD CREEK

Closing: May 20, 2014	Results:
(M) Lafarge Canada (COR™)	\$787,000.00
Armtec	\$799,080.00

TENDER NO. 6438 - GRADE WIDENING, PTH 1, BROKENHEAD RIVER TO GWWWD RAILWAY (E/B)

Closing: May 22, 2014	Results:
(M) L. Chabot Enterprises Ltd. (COR™)	\$9,476,260.15
(M) Hugh Munro Construction (COR™)	\$9,984,181.25
(M) Borland Construction Inc. (COR™)	\$11,387,440.00
(M) Mulder Construction & Materials Ltd. (COR™)	\$12,139,295.00
(M) H. Baudry Construction (1980) Ltd. (COR™)	\$13,082,990.68

TENDER NO. 6440 - INTERSECTION IMPROVEMENTS, PTH 10, FLIN FLON AIRPORT ACCESS TO EAST JUNCTION OF PTH 10a

Closing: May 22, 2014	Results:
(M) Smook Contractors (COR™)	\$3,716,384.00
(M) Strilkiwski Contracting (COR™)	\$3,855,850.00
(M) Harrower Enterprises	\$3,990,345.00
(M) Hugh Munro Construction (COR™)	\$4,505,595.80
(M) Sigfusson Northern (COR™)	\$4,847,732.50
(M) Glacier North (COR™)	\$5,459,850.00

TENDER NO. 6442 - UNDERGROUND TRAFFIC SIGNAL PLANT, VARIOUS CITIES AND TOWNS

Closing: May 22, 2014	Results:
Harris Holdings Ltd. (COR™)	\$336,140.00
Tri-Star Traffic	\$446,080.00

City of Winnipeg (as of May 29, 2014) www.winnipeg.ca

TENDER NO. 372-2014 - 2014 WATERMAIN RENEWALS CONTRACT NO. 6

Closing: May 23, 2014	Results:
(M) Darco Enterprises (COR™)	\$1,635,280.00
(M) Al-San Underground Ltd. (COR™)	\$1,675,660.00
(M) Beaver Sewer and Water Services Ltd. (COR™)	\$1,876,135.00
(M) Alliance Underground Inc.	\$2,171,295.00





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